

# Hongkong Daily Press.

ESTABLISHED 1857

BOVRIL



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Hongkong, 4th January, 1912. [157]

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Kowloon, 25th April, 1912. [536]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, MAY 10TH, 1912.

TO-DAY'S telegram in regard to the strike of white seamen on the P. & O. liners, ordered by the National Sailors and Firemen's Union, does not throw much additional light on the position. The first telegram made it appear that the demand of the Union was for increased pay for white seamen, but this was a misreading; the present demand is for the employment of more white seamen. We believe we are correct in saying that owing to pressure brought to bear by this Union a year ago shipowners generally conceded an increase of pay. The employment of additional white seamen on ships manned largely by Oriental crews was mooted at the same time, but shipowners were not prepared to make any concession to the Union on this question then, and it seems that ever since the Union have been making preparations to deal with the manning question. Some six weeks ago the Secretary of the Union told a London reporter that the desire of the Union was to come to an arrangement without resort to extreme action. "We maintain," he said, "that on an average, in the case of the ordinary cargo steamers and small liners, there ought to be two more men on deck, and two more in the stokehold; but we are going to ask for one above and below. As about 10,000 vessels are affected, that would mean the engagement of an additional 20,000 men. We do not say so much about the large liners, because on them the conditions are usually more satisfactory. Generally speaking, cargo steamers are undermanned and many grievances result from this fact. For instance, men working before hot furnaces often have to remain on duty for six

hours at a stretch, instead of four. Men on deck have to do the same; and sailors are brought up from their watch below in order to do painting and other work, simply because there are not sufficient hands to perform the duties during the ordinary watches. The question of the employment of Chinese and lascars is also becoming a burning one in many of our ports. While it is not one upon which we have received instructions yet, there is no doubt that it will come up for consideration at the next meeting of the executive council. Great unrest undoubtedly prevails in the transport trade. It is, however, too early yet to speak of serious trouble, because, as far as we are concerned, we shall do all we can to meet the owners fairly and squarely. We shall approach them in a reasonable spirit; we shall try parliamentary action, and exhaust all means of a settlement before embarking on any action such as a strike." As this statement was made not more than six weeks ago it does not seem to have taken the Union long to "exhaust all means of a settlement" before embarking on a strike. There is no doubt the P. & O. Company are correct in saying that the real object of the Union is the substitution of whites for Indian crews; but the men's Unions are unlikely to admit the contention of the P. & O. Company that it is an impossible policy for the tropics. Apart from this there are other considerations to be taken into account. The P. & O. Company say that in their case it would mean that the Company would require 12,000 white seamen, while if this policy applied to all ships 50,000 Indians would be displaced. The replacement of Indians by white men would mean a substantial addition to the working expenses of the fleet, but a factor of even greater importance is the scarcity of white seamen. It is declared in a recent London paper that at the present moment there is an artificial scarcity of seamen for the mercantile marine, due in some measure to the merchant shipping legislation of 1906. Parliament then provided for language tests, the object of which was stated to be the exclusion of foreign seamen who had not a sufficient knowledge of the English tongue to make them employable safely upon British ships. As this provision has been exercised with considerable zeal, it has had the result of eliminating many seamen who were formerly engaged. It is estimated that ten thousand men have been affected thereby. As, however, the Board of Trade regulations stipulate the number of hands to be employed on a vessel, the only inference to be drawn from the information that 10,000 men have been affected by the language test, is that employment has been found on British steamers for ten thousand men who could pass the test. If that be so, it would be interesting to know whether there are still available sufficient white seamen to take the place of the 50,000 Indian seamen whom the Union wish to throw out of employment. On that point we have no information, but assuming it is possible to replace the Oriental crews by white crews, what is the outlook for British shipping in the East in competition, say, with Asiatic steamship lines? The employment of "all white crews" would involve a heavy addition to the running expenses of the ships affected, and those increased expenses would mean increased freights and passenger fares which would constitute a serious handicap to British shipping and one which would be likely to become more severe as time goes on, for the next move of the Union would be to secure increased rates of pay. The fight between the Union and the P. & O. Company will be watched with interest throughout the world. Contrary to what was indicated in the statement by the Union Secretary, which we have quoted above, the Sailors and Firemen's Union have tackled first the steamship company employing the largest number of Indian seamen, doubtless with the idea that if the largest companies yield there will be less difficulty in bringing the cargo steamers into line on the question.

Sir Frederick Lugard will be the principal guest of the African Society at its annual dinner this month.

For being in unlawful possession of ten packets of cigarettes, a Chinese was yesterday sentenced to pay a fine of \$5 or go to prison for fourteen days.

Four dead bodies were reported yesterday as having been picked up in the Colony during the previous 24 hours. Two were at Wancha, one being due to plague, one was from the harbour, and the fourth was at Yau-mai.

General Booth, who was 83 on 10th ult., in the course of a letter to the Press says:—"In the East China calls to me, and before I pass away I must find men and money that the Salvation Army may play well her part for the vast proportion of the Celestial Empire."

Two Chinese appeared before Mr. Justice Bourne at the Magistrate's yesterday for a charge of having been found trespassing on the Kowloon-Canton Railway. They were seen to enter the south face of the big tunnel and emerge at the north face. They were fined \$10 each.

The Garrison Orders of the 8th inst. laid down the duties of "Moustiquiers"—the trained men whose duty it is to thoroughly search, twice a week, their barracks and surroundings with a view to detecting and destroying mosquito larvae and likely breeding places.

Two vagrants, John Allen, formerly a seaman, and Peter Segura, a Brazilian, who is stated to have been formerly employed at Kowloon Dock, appeared before the Magistrate yesterday charged with having no visible means of subsistence and were remanded until to-day.

There have been numerous arrivals of deportees from the South in Hongkong during the past few days. Yesterday 68 came from Saigon by the s.s. *Derwent*, and 22 arrived from the Straits on the s.s. *Arcton*. One of them seemed to be dying as he lay on the compound and was removed to the Hospital.

Booking for the Grand Variety Entertainment to be held at The Palace Theatre, Mt. Austin, on Saturday, 18th May, is now proceeding at Moutrie & Co. Early booking is recommended owing to the crowds which have hitherto attended these entertainments. New talent has lately been obtained from Australia, and amongst those booked to appear are the "Whitebait."

## LAWN BOWLS CHAMPIONSHIP.

At a meeting of the Committee held last night the entries for the open lawn bowls championship of Hongkong were submitted, amounting to 55, two more than last year. They were as follows:—Police, 18; Taikoo, 15; Civil Service, 12; Kowloon, 8. The draw resulted as follows:—

R. W. Bristow, T. A. Hamilton, T. W. Diggins, C. S. H. Haron, T. N. Drummond, T. C. Bond, C. S. v. R. Macdonald, P. W. Russell, K. v. A. Blowey, C. S. W. Gerrard, P. v. K. MacLennan, P. A. Ramsay, K. v. G. K. Haxton, K. T. Petrie, K. v. M. M. Ivor, C. S. A. Currie, T. v. J. Irving, C. S. John Grant, P. v. J. Farrell, T. James Grant, P. v. T. Bateman, T. E. Dawson, C. S. v. D. McHardy, P. C. Murphy, T. v. G. Watt, P. A. Milne, C. S. v. D. Cooper, K. W. Stuart, P. v. R. Hall, K. W. Howell, C. S. v. R. Fenton, P. W. Fincher, C. S. v. R. Duncan, C. S. J. Mackay, C. S. v. D. Gourlay, P. A. G. Pile, C. S. v. G. B. Edwards, K. W. Wotherspoon, T. v. J. Baker, P. A. Clark, P. v. D. Gow, K. J. Weir, T. v. T. Scott, T. J. Ferguson, T. v. W. Cameron, P. T. Glendinning, P. v. W. Spillet, P. W. Withers, P. W. Cooper, P. R. Pitt, P. R. Perrie, T.	Byes.
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The first round to be completed by June 8th.

## ALICE MEMORIAL HOSPITAL.

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Mrs. Young	15

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## BRITISH NAVAL MANOEUVRES.

LONDON, May 9th.

The King arrived at Weymouth in sunshine, though a haze still hung over the water. He sailed through the saluting fleet, vast crowds watching the royal progress from the shore. He boarded the *Neptune*, on which his flag was hoisted. The visit inaugurated the re-organisation of the Home Fleet. The first, second, third and fifth battle squadrons, which are valued at 70 millions sterling, are participating in the manoeuvres. The new 13.5 guns will be tested in the afternoon during a mimic battle between fleets commanded by Admirals Callaghan and Jellicoe.

The naval aviators made magnificent flights. Four of them, steering by compass, picked up the Royal yacht in the easiest manner. Mr. Graham White and the naval aviators went through wonderful evolutions in the afternoon, but afterwards the fog interfered with the programme.

Mr. Balfour and Mr. Churchill cruised in one of the latest submarines at Weymouth.

LATER.

Mr. Asquith, speaking at the Bankers' Dinner in London, said he had just returned from Weymouth and was impressed with the spectacle of the might of the warships which were the instrument of our defence and the maintenance of our indisputable and invincible supremacy of the sea. It was a fundamental condition of the integrity of the Empire. It was the life of the British people.

## STRIKE OF P. &amp; O. SEAMEN.

LONDON, May 9th.

The directors of the P. & O. Company, in reply to a further deputation from the various seamen's unions, reiterated their reasons for being unable to comply with the demands of the men, and pointed out that the real object of the unions was the substitution of whites for Indian crews, which was impossible in the tropics. Anyhow, it would mean that the Company would need 12,000 whites, while if it were applied to all British ships 50,000 Indians would be displaced.

LATER.

The London Committee of the National Transport Workers have referred the matter of the strike on the P. & O. to the National Executive. This amounts to a termination of the dispute with the P. & O. Company. It was resolved that this question of the manning of the boats is more important than can be decided by a strike against the P. & O.

## THE TAILORS' STRIKE.

LONDON, May 9th.

Though the strike of West-End tailors is weakening through lack of funds, 6,000 tailors in the East-End decided last night to strike immediately.

## THE MINIMUM WAGE ACT.

LONDON, May 9th.

Mr. Hartshorn, the Welsh miners' agent, predicts serious trouble as the result of Lord St. Aldwyn's decision with regard to the minimum wage for South Wales. The newspapers declare that the result, together with the delay of the other boards in reaching a decision, testify to the failure of the Act.

## THE INDUSTRIAL UNREST.

LONDON, May 9th.

The House of Commons yesterday debated the industrial unrest.

Mr. Lloyd George said that a searching inquiry by the Government might be necessary.

Mr. Asquith, speaking at the Bankers' Dinner, said that the recurrence of great strikes made it incumbent upon the Government and the business community to solve the problem.

## NO COLOUR LINE.

LONDON, May 9th.

The Reichstag has passed a resolution urging the Government to introduce a Bill to validate marriages between whites and natives in all German protectorates.

## THE FRENCH IN MOROCCO.

LONDON, May 9th.

Reuter's correspondent at Paris telegraphs that the reinforcements sent to Morocco bring the total number of troops up to 43,000.

## THE ITALIAN OCCUPATION OF RHODES.

LONDON, May 9th.

A Rome message states that the Italians have captured the Vali of Rhodes and a number of Turks as they were endeavouring to escape in boats.

## AMERICAN PRESIDENTIAL ELECTION.

LONDON, May 9th.

The final returns for Maryland show that Mr. Roosevelt has won by a majority of one only, leaving the chances for the presidential election uncertain as before.

The campaign continues to be conducted with extreme heat. There is a definite split between the two Republican factions, consequently two separate conventions are not improbable.

## THE DEPRECIATION OF CONSOLS.

LONDON, May 9th.

Mr. Asquith was the principal guest last night at the dinner of the Central Association of Bankers. Sir Felix Schuster, who presided, referred to the depreciation of consols and depreciated any artificial measure. It was purely due to natural causes which must be left to work out themselves and they would work. All the bankers were unanimous in impressing upon the Premier the importance which they all attached to sinking funds, both old and new. Every possible means should be taken to restore a ready market for consols.

## KAISER TAKES TO FOX HUNTING.

LONDON, May 9th.

The Kaiser has decided to introduce foxhunting into Germany and has commissioned Bartlett, the huntsman to Earl Fitzwilliam to form a pack of foxhounds which leave for Potsdam tomorrow. Prince Eitel Frederick will be Master.

## ENGLISH RACING.

RESULT OF THE CHESTER CUP.

LONDON, May 9th.

The race for the Chester Cup ended as follows:—

Rathles	1
Clarenceux	2
South Annan	3

Twelve ran. Won by a length and a half, a length separating second and third.

Betting: 8 to 1 against Rathles, 7 to 2 against Clarenceux, and 9 to 1 against South Annan.

## HOME CRICKET.

LONDON, May 9th.

The South Africans beat Derbyshire by seven wickets.

Notts beat the Australians by six wickets. Yorkshire beat Marylebone by two wickets, and Somerset beat Sussex by six wickets.

## TEST CRICKET.

LONDON, May 9th.

England beat the Rest of England by an innings and 13 runs.

## R. G. KNOWLES AT THE THEATRE.

Mr. Knowles gave his second performance at the Theatre last night. Considering Mr. Knowles' reputation as a public entertainer the audience was not so large as one would expect to find. This must be set down, of course, to the surfeit of entertainment which has been provided at the Theatre this season. Certainly Mr. Knowles has lost none of his old-time ability to amuse an audience. "Better than ever" would seem rather to be the general opinion. The audience last night thoroughly enjoyed the entertainment from beginning to end. In Miss Marie Terry, the sweet singer of dainty songs, "Miss Winifred Johnson," the "Kubelik of the Banjo," and Messrs. Kelly and Ashby "the bounding billiardists," Mr. Knowles has first-class assistance, and a capital evening's entertainment is the result. As everyone is aware, Mr. Knowles has a very extensive repertoire, and has no difficulty in providing a change of programme every night.

## A LADY'S EXTRADITION.

The case in which Miss Marian Monteith was charged under an extradition warrant with obtaining money under false pretences within the jurisdiction of Shanghai was heard before Mr. Irving at the Magistrate's yesterday afternoon.

Mr. W. E. L. Shenton, of Messrs. Deacon Looker and Deacon, appeared for the defendant.

A detective sergeant of the Shanghai Police produced a warrant, signed by a Shanghai Magistrate.

His Worship—Is the lady in court—the lady mentioned in the warrant?—I believe so.

Mr. Shenton—You don't know Miss Monteith?—No.

You have never seen her before?—No. And you don't know whether she is the lady mentioned in the warrant?—No.

As a matter of fact, there is another Miss Monteith in Shanghai?—Yes.

The same initials?—Yes, M. Monteith.

Detective Sergeant Murphy of the Hongkong Police spoke to executing the provisional warrant. He did not know whether she was the Miss Monteith mentioned in the warrant, though she answered the description sent down from Shanghai.

His Worship—Have you anything to say, Mr. Shenton?

Mr. Shenton—No, your worship.

His Worship—Are you raising the point that the defendant is not the person mentioned in the warrant?

Mr. Shenton—No, your worship, I simply want it to appear on the depositions.

His Worship made the usual order for defendant to be returned to Shanghai.

## "ANGORA"—"SEANG BEE" COLLISION.

FINDING OF THE MARINE COURT OF INQUIRY.

The *Rangoon Gazette* of April 19th prints the finding of the marine court of inquiry into the circumstances attending the recent collision at Rangoon between the *Seang Bee* and the *Angora*. It is as follows:—

As to the cause of the collision we are of opinion that it was due to an error of judgment on the part of the master of the *Angora* who was in charge of the giving way vessel, inasmuch as he allowed his vessel to get dangerously near to the *Seang Bee* before complying or attempting to comply with article 19 of the regulations for preventing collisions at sea, thus not giving the *Seang Bee* time to comply with the regulation which concerns a vessel having the right of way but finding herself in a certain predicament. Considering the conflicting nature of the evidence as to the distance between the *Seang Bee*, the *Angora* and the pilot brig, respectively, and the liability of witnesses to err as to the distances at sea in an uncertain light, we do not think that Captain Thomson's error in over-estimating his distance and under-estimating the speed should render him liable to any suspension of certificate. When the collision was inevitable, he undoubtedly took the only step in his power to minimise the result. We think that the master of the *Seang Bee* was in no way to blame, his conduct throughout being seamanlike and correct. We may also leave on record our regret to find that the entries in the "bridge book" and the "movement" register of the *Angora* showed traces of alteration and to point out the importance of such records being above suspicion. The procedure on the *Seang Bee* in keeping notes of orders on the bridge on a slate appears to us highly unsatisfactory in view of the liability of such a record to get effaced or blurred and the impossibility of preserving it for future check.

The papers were sent as usual to the Local Government.

## CANADA INVADED BY WOLVES.

HORDES FROM SIBERIA ENTERING SASKATCHEWAN.

The invasion of Canada has at last come to pass; not, however, from the south, but from the north, and the attacking force is an army of wolves. This grim migration is no trappers' tale, and Saskatchewan is threatened with an invasion of a particularly menacing nature. Several years ago a terribly cold winter drove many thousands of the great grey wolves of the Siberian steppes across the frozen sea into the warmer clime of northern Canada. Through the Canadian pine forests of the uninhabited north they have steadily come east, until the plain opened out before them which terminates to the south in the rich prize wheat belt of the Saskatchewan valley.

According to Mr. Wood, a Saskatchewan delegate who is now in London organising a party of emigrants, hunger is driving these terrible animals steadily toward the settlers. Terrible they are, indeed, for while the lighter Canadian brown timber wolf only attacks a man on provocation, and warns with a saving yell before he leaps, his Siberian kinsman steals on his victim without a sound, and is an infinitely fiercer and grimmer antagonist. The Saskatchewan Government thinks enough of the danger to have set prices of \$20 and over on the heads of those unwelcome visitors, and wolf hunts are being organised in many places to secure the bounties.



## SUPREME COURT

Thursday, May 9th.

## IN SUMMARY JURISDICTION.

Before Mr. H. H. J. Conkertz  
(Puisne Judge).

## AN ALIMONY CLAIM.

Martha Delina da Cruz Fisher claimed from Frederick Alfred William Fisher the sum of \$100 as damages for breach of covenant contained in a deed of separation dated May 6th, 1906, whereby the defendant covenanted with the plaintiff, *inter alia*, to pay to a third party, in trust for the plaintiff, the sum of \$100 per month. It was alleged that the defendant refused and neglected to pay the sum of \$100 due on April 1st, 1912.

Mr. M. R. Harris (Wilkinson and Grist) appeared for the plaintiff, and Mr. W. B. Hind (Brutton and Hett) for the defendant.

A Chinese cook said he had been in the employ of Mrs. Fisher at Macao since 1909. During that time he had often seen a man visit the house at night, and enter Mrs. Fisher's room. He had on occasions seen Mrs. Fisher and the man in question together in their night clothes, and had also seen them in bed together.

Mr. Hind intimated that Mr. Marcel, the trustee, was in Court, and that he would like to obtain evidence from him to the effect that he was asked by Mr. Fisher to inform Mrs. Fisher that her allowance would be stopped if she did not cease her association with Marcelino Place.

Mr. Harris said he had called the trustee to act as interpreter because no other could be found. Mr. Hind now wished to take advantage of the fact to call the trustee as a witness.

Plaintiff stated that she last lived in Macao about a year ago, but she had recently visited there. She stayed at the house of Francisco Place but had never stayed overnight at the house of Marcelino Place, whom she had known a long time, and who lived next door to Francisco Place. There was a door between the houses, but she had never seen it opened. While she lived at Rua de Resurreccion Marcelino Place visited her while her son, who was a friend of his, was at home. Marcelino never stayed at her house while on leave. He had never been in her room.

The adopted son of the parties gave evidence to the effect that Marcelino Place never stayed over night at Mrs. Fisher's house.

## GRUESOME FINDS AT POMPEII.

A writer in a German paper gives an interesting account of the recent discoveries in Pompeii. The new excavations, which are on the road to the amphitheatre, have struck "the Street of Abundance," with its fine houses and balconies, obviously the residences of rich people. The walls of the houses are particularly rich in frescoes. On the side of the door of one of the houses, a contrivance resembling a bell-pull has been found, which suggests that the door-knocker was not the only means that the visitor had of making his presence known to those inside. The discovery of the bell inside the house leaves no doubt as to the meaning of the metal appliance outside. In another part of the city the excavation of a large and important house had just been finished. It belonged to M. Obellius Fidius, who with his wife and children, perished in one of the inner rooms, for here six skeletons were found of a man and woman and four children. They were suffocated by the hot ashes before they could escape. In this house the children's nursery has been found, with pictures of gladiators and horses scribbled by the children still on the walls. An exceptionally beautiful marble table and some very fine frescoes have also been brought to light. The authorities have decided that the room in which the skeletons were found preserved in lava shall not be disturbed. A glass case is to be placed over the gruesome relics. Tourists who do not want to see this miniature morgue should be warned in time, for guides at Pompeii have no discretion as to what they show the unsuspecting visitor.

## A SHANGHAI ACTION.

Judgment in the case of Shewan, Tomes & Company against Mr. G. H. Thompson, liquidator of the Whangpoo Wharf and Godown Company, was given by Sir Haviland de Sansmarez in the British Supreme Court last Friday. The action grew out of a claim of the plaintiffs for Tls. 31,250 due under an agreement by which they had acted as managers. The defendant entered a counter claim for Tls. 1,037 for damages and sums improperly charged.

His Lordship, in a lengthy judgment, decided in favour of plaintiff on the claim for damages, not for the specific sum claimed, but with leave to apply for an assessment, argument on which by counsel will be heard. Judgment was entered for defendants on the counter claim, for Tls. 4,000, defendant to have costs of the counter claim up to the date of hearing, and plaintiffs to have costs of the hearing. General costs of the action were left over.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

May 8th.

## REORGANISING THE ARMY.

A command has been issued by the Government requesting an inventory from all commanders and leaders of forces of the number of men at present under their orders, the number and quality of rifles and guns and the amount of ammunition in their possession, and an estimate of the monthly expenses of their sections. This looks like getting down to serious business at last and would seem to show that the army is to receive first consideration. This is probably the result of Mr. Chan Kwing Ming's return to his original position, as he has had long meetings with General Lang and other important commanders.

## TROOPS RETURNING TO PAKHOI.

The China Merchants Steamship *Kwangtshai* is at present in the river and has embarked about 300 Kwangsi soldiers who are returning to their native villages.

## ROBBERY ON RIVER.

A large consignment of rice to the value of about \$5,000 which was coming from Hoihow to Sun Ling the other day was stolen by pirates who went about their business in a very methodical way. Knowing exactly when the junk was due they waylaid it at a very quiet spot when there were no gunboats or guards about and cleared out the entire cargo. The result of this and other similar robberies is that rice continues to rise in price as merchants refuse to take the risk of ordering consignments.

## GENERAL INCREASE OF WAGES.

The *Japan Chronicle* of the 30th ult. says:

The recent strike of ship-stokers in Yokohama has resulted in a general increase in the rate of wages paid in the Japanese mercantile marine. A special conference of the associated shipowners in the Kwansei district—that is to say, the shipowners in this part of the country—was held on Sunday last, and it was agreed to increase the wages of the seamen and stokers employed on their ships from to-day, May 1st. According to the new scale of wages, the average pay of a deck-hand is 15.50 yen—the maximum being 25 yen and the minimum 7 yen. Stokers and engine-room hands are in future to receive an average wage of 13.25 yen—the maximum being 20 yen and the minimum 7 yen. The food allowance of these classes of men and stokers is to be increased from 9 yen to 10 yen per month, and that of second class men from 9 yen to 9.50 yen. Third class hands will be allowed 6.50 yen, for food—an increase of 50 sen. The total number of steamers owned by the associated steamship owners is put down at 140. The *Oseka Jiji* notes that compared with the pay of the men on the O.S.K. ships (12.35 yen being the average for deck hands and 11.10 the average for engine-room workers) the increase just made in the wages paid by the association is substantial.

PROPOSED MUTUAL RELIEF SYSTEM. The *Asahi* remarks that the strike of stokers has been ended for a time by the grant of a provisional allowance by the Nippon Yusen Kaisha and the Toyo Kisen Kaisha, and by an increase of wages by the Osaka Shosen Kaisha and individual shipowners. Nevertheless, the root of the trouble remains. On Monday last, the 29th ultimo, the authorities of the Marine Bureau called a meeting of the representatives of the Nippon Yusen Kaisha, Toyo Kisen Kaisha, and the associated steamship owners and the Seamen's Relief Society, at which means for the final settlement of the trouble were considered. The *Osaka Journal* gives the following as the minimum and maximum wages paid by the different companies:—The Nippon Yusen Kaisha from 8 yen to 28 yen; the Osaka Shosen Kaisha from 7 yen to 20 yen; the Toyo Kisen Kaisha from 5 yen to 35 yen; the Mitsui Bishi & Mr. Kishimoto from 9 yen to 19 yen; the Mitsui from 12 yen to 22 yen; the Anagasaki Steamship Company from 5 yen to 18 yen; Mr. Oake from 7 yen to 18 yen, and Mr. Harada from 6 yen to 18 yen. Extra allowances are made for long service, food and so forth, but their amounts vary greatly in the different companies; some of the individual shipowners are known to give very small allowances. Consequently, it is most difficult to bring all the steamship owners to pay according to one standard of wages and extra allowance. All the steamship companies and owners are agreed in deeming it advisable to form an organisation for the mutual relief of seamen, and it is believed such a system will be adopted.

According to the *Asahi*, the houses of Hamada, the foreman stoker on the N.Y.K. steamer *Hirano-maru*, Kanaseki, the chief foreman on the N.Y.K. steamer *Hikachi-maru*, and Daigo, all three of whom are now under arrest in the Yokohama Water Police Station, for being leaders of the strike, were searched by a Procurator the other day, and some evidence was seized. On Monday last, the 29th ultimo, Ota, another foreman, who is also regarded as a leader, was put under arrest. These four men are expected to be imprisoned pending public trial. As the settlement of the recent strike came within the province of the Communications Department it is not yet known whether these men will be proceeded against for infringing the Police Law or on some other count. As Hamada and Kanaseki worked to effect a settlement of the strike, it is considered that there are mitigating circumstances in their favour. The authorities of the Marine Bureau are said to be endeavouring to exert their influence towards an amicable settlement of the trouble without any resort to the Mariners' Law, according to which seamen are liable to fine or imprisonment for desertion or disobedience of lawful commands.

## EXCESS PASSENGERS.

## HEAVY PENALTIES IMPOSED AT SINGAPORE.

Heavy penalties were imposed at Singapore last week on the owner, Lim Peng Siang, and captain, W. L. Gardner, of the steamer *Hongmoh*, for having carried passengers in excess of the ship's licensed number, between China and Singapore. There were two charges against each defendant, one under the Passengers Ships Ordinance and the other under the Chinese Immigration Ordinance, and the case was heard by Mr. C. F. J. Green, sitting as District Judge.

It was stated in Court that there were 387 passengers on the ship in excess of her licensed number. The police inspector in charge of the case said this meant a profit of \$4,000 or \$5,000 to the ship.

Mr. Gaunt, for the defence, said the people who were liable to be fined were those on whom was placed the difficulty of seeing that no more than the licensed number was carried. No matter how strictly the captain carried out his duties he could not personally supervise the embarkation of passengers. He had shown, and Commander Radcliffe had endorsed it, that he could not himself count the passengers. He was in the hands of the Chinchev and the kranis. Although the captain might be legally guilty it was absurd to think that fining a captain would be any deterrent to others to prevent excess. The only effect it might have would be that captains could not afford to pay the fines under present conditions and that would make it impossible for shipowners to get masters on the same terms. The excess would occur in any case. In regard to the owner counsel said that he could not prevent the excess it was brought about by the carelessness or neglect, or it might be the fraud of the chief kranis. Whatever it was, carelessness or fraud on the part of the chief kranis, it was not committed with the knowledge of the owner; the owner had done all he could to prevent such an occurrence. If on these ships there was such a person appointed as an immigration master, who would be responsible, that man could see that there was no excess of passengers. In conclusion, counsel pointed out that no fraudulent intent had been proved against the owner or the captain, and if heavy fines were imposed upon owners in such circumstances it would not be worth their while to bring down the migrants and the Colony and the rubber estates would have to go without.

His Honour: What is the object of the limit of passengers to be carried?

Mr. Seth: It is imposed for the safety and the health of the passengers.

His Honour: But that applies to all ships.

## LAZAR-HOUSE CONDITIONS.

Mr. Seth: It applies particularly to immigrant ships because they cater for a class of passengers whose space is restricted in order that as many may be carried as possible. Your Honour knows that such limits exist not only in the Chinese Immigration Ordinance but in regard to emigrant ships from England to Canada and Australia as well. Proceeding, Mr. Seth said his learned friend had made two observations that he would answer. The first was the absence of fraud on the part of the owner and the captain. For that very reason the words "knowingly" and "fraudulently" and "wilfully" were not put into that Ordinance. It would be well nigh impossible to prove fraud or collusion on the part of the owners and captains. The next point was that heavy penalties would deter owners of ships from carrying immigrants to Singapore. If the owners of these ships thought for one instant they were going to be allowed to import immigrants into this Colony without any consideration for their health and safety and convenience, then the sooner all these owners understood that if these excesses continued they would be entirely prevented from carrying such immigrants the better. The Colony wanted immigrants and the only way to get them was to attract them, but they were not going to attract them if they were allowed to be brought here under conditions like those of a lazaret-house. On the question of responsibility, the law went for those who were most interested. Well, the owners were most interested because they made the profit, and in the absence of the owners the one person who was an autocrat on board the ship was the captain and therefore they must make the captain also responsible. The passenger money was \$7.50 a head, and if anything less than that was taken away in the form of penalty from the owner of the ship it would always be worth his while to carry excess passengers.

His Honour fined the captain \$100 on the first charge and \$50 on the second. The owner was fined \$3,000 and \$500, respectively.

Mr. Gaunt asked his Honour to accept security for the fine in the case of the owner, pending a possible appeal against the excessiveness of the penalty. His Honour acquiesced.

## RETIREMENT OF ANOTHER N.Y.K. SKIPPER.

Captain W. Thompson, formerly of the N.Y.K. European liner *Asahi Maru*, who was recently placed on the reserve list, has now retired, and leaves for home, via America, by the *Asahi Maru* departing from Yokohama on the 8th May. He has been presented by the Company with a sum of 20,000 yen, in recognition of his services to the Company during the past thirty-six years. In 1876 the Captain, who is a Dane, entered the Mitsui Bishi S.S. Co. as Commander of the *Takaoki Maru*, and joined the N.Y.K. when the Mitsui Bishi was merged into the present Company. He served on transport duty during the wars with China and Russia, and wears the Fifth Order of the Rising Sun. Captain Thompson, with Captain Swain, of the *Kasuga Maru*, who retired a few months ago, was among the oldest employees of the Company.

At present there are twelve foreign captains and five foreign chief engineers in the service of the N.Y.K. *Japan Gazette*.

## UNDERWRITERS AND THE "TITANIC" DISASTER.

The *Times* of the 16th ult. had the following to say with regard to the insurance on the *Titanic*:

On several occasions within the past few months underwriters have had to try to be philosophical when the unexpected happened, for even in the speculative business of marine insurance some things are not expected to happen. Sailing ships laden with wheat, such as the Norwegian barque *Songvear*, wrecked yesterday, will get ashore, and ordinary steamers, owing to errors of judgment or fog, will collide, but that the *Titanic*, the largest vessel in the world, might strike ice and be, apparently in a precarious condition on her maiden voyage within a fortnight of the insurance policy coming into force did not occur to the market as a reasonable possibility. That is probably because it is some years since a vessel of first-rate importance came to grief through striking a berg. Therefore, trying as some of the experiences of underwriters have been during the last few years, it is probably not too much to say that yesterday was the most anxious day they have ever spent.

News of disaster is so often incisive—a brief message states that a steamer is ashore and is pounding heavily and underwriters know that very little, if any, salvage can be expected—but yesterday the anxiety continued for many hours. The market was in no mood for transacting ordinary business; all day members of Lloyd's literally surged round the boards on which the latest news is displayed, reading and commenting on each telegram as it was posted, while in the rooms of the great insurance companies the officials discussed every detail and aspect of the disaster. The issues at stake are indeed immense. The market almost expects that if the *Titanic* is able to grope her way into port a serious claim will have to be faced; if the vessel sinks in deep water with mails and cargo on board the blow would easily be the worst that has ever fallen on the insurance market.

Underwriters' liability on the *Titanic* as a regular liner came into force at 9.30 a.m. on Tuesday, April 2nd, when she left the quay at Belfast for Southampton. They had previously been concerned in the vessel as a building risk. The *Titanic* is believed to have cost about \$1,175,000 to build, but the value in the policy covering the vessel against all ordinary marine risks is \$1,000,000; the whole of this amount, however, is not insured, simply because the British and Continental markets were not big enough to swallow the sum. There are other large vessels afloat besides the *Titanic*, and even the strongest company has to draw the line somewhere. The rate paid is a very low one—less than 1 per cent.—and the amount placed against all risks is just less than \$740,000, and only claims in excess of \$100,000 are payable by underwriters, so that the owners retain a very large sum themselves. In addition to the insurance against all risks, a fair amount has been placed on disbursements in London and New York, but even then the amount covered is well under a million sterling. The *Monetaria* and *Lutetiana* are each insured for \$800,000 against all risks, but when total loss insurances are included the amount insured with underwriters is over a million sterling.

## VALUABLE CARGO.

Interests on cargo are often not known until some time after a vessel has left port, and during the next few days declarations for considerable amounts are likely to be made. But in comparison with her gross tonnage the amount of cargo carried is likely to be trifling. It is known, however, that there were at least 50 tons of rubber on board worth about \$25,000, and some consignments of tea were also in the vessel. Much of the cargo is likely to be high-class material brought from the Far East to England and transhipped here, and what there is of it will certainly run into high figures.

A wild rumour was afloat yesterday that the value of the registered post approached \$2,000,000, but the only significance that can be attached to such a figure is that the amount will be very large. No trustworthy estimate could possibly be made now. There is a valuable shipment of diamonds which it is thought might possibly be worth the best part of a million sterling, and underwriters will be lucky if they have no lines on ostrich feathers. Bonds representing another big interest, but these, of course, ultimately can be replaced. It is a matter for some congratulation that the vessel left immediately after the Easter holidays, for the post no doubt was considerably lighter than it would have been had the *Titanic* left before Good Friday. Very costly jewels may be expected to be carried by some of the passengers; in fact, the value of the pearls carried by one American lady, which are insured in London, is believed to be about \$120,000. It is not improbable, indeed, that insurances placed on passengers' baggage alone may bring some formidable claims.

It appears that the position in the North Atlantic in which the *Titanic* was first reported to be is about 700 miles from Halifax, and the one question in underwriters' minds yesterday evening when they left the City was whether the *Titanic* would be able to reach the shore. The reinsurance rate, which earlier in the day had risen to 80 per cent. indicated that there was a more hopeful feeling in the market during the evening by declining to 30 per cent. If the *Titanic* is able to keep afloat the claim of the White Star Company that she is unsinkable will have been put to a very severe test; if not, underwriters will be shown to have been working on wrong lines and will have to pay very heavily for their mistake.

## PREVIOUS HEAVY LOSSES.

The heaviest individual underwriting loss that has ever fallen on the London Marine Insurance Market is generally believed to have been caused by the wreck of the United States liner *Dakota*, of 20,000 tons, near Noshima, Japan, on March 4th, 1907, while bound

from Seattle to Yokohama. The insurances on the hull amounted to less than \$500,000, but there was a large quantity of cotton on board, and the total underwriting loss was estimated at about \$1,000,000. The next most expensive casualty was the wreck of the new liner *Pericles*, on March 31st, 1910, near Cape Louwain, while homeward bound from Australian ports for this country. The hull was insured for £225,000, and there was a cargo of Australian produce on board, valued at about £500,000, bringing the total loss up to £725,000.

## MR. ARTHUR SASSOON'S ESTATE.

## TWENTY THOUSAND FOR CHARITY.

Probate was granted last month of the will of Mr. Arthur Abraham David Sassoon, C.V.O., of Tulehan Lodge, Advie, Strathpey, merchant banker, of the firm founded in 1860 of Messrs. David Sassoon and Co., of Leadenhall street, E.C., and of Manchester, Bombay, Calcutta, Hongkong, and Shanghai, an intimate friend of King Edward VII., who died on March 13th, aged 72. He left estate of the total value of £350,864, exclusive of real estate in China, the value of which is not yet ascertained, and of this the property in the United Kingdom amounts to £376,864. Estate duty amounting to £84,000 has been paid, but with the legacy duty to be paid the total payment to the death duties in respect of this estate will amount to about £120,000.

As Mr. Sassoon left no children the following dispositions take effect:—To his wife his freehold residence, 8, King's gardens, West Brighton, his effects there, such effects from his London house as she may select, and £55,000 absolutely, and the income for life from a trust fund of £200,000, with remainder to his residuary estate; £100,000 to the children of his brother Reuben David Sassoon, in equal shares, except that the share of his (brother's) children David and Rachel shall be double the share of each other child; £20,000 equally between the sons of his late sister Annam Moses, the issue of any deceased child taking between them the share to which their parent would have been entitled; £20,000 to his sister Rebecca Shellim, or her issue if deceased; £20,000 to his sister Mozelie Hyem; £10,000 to his sister Kate Ezekiel, or her issue; and £9,000 equally between the children of his sister Kate Ezekiel.

He left to his trustees £20,000 for distribution amongst such charities as they shall think fit, and Mr. Leopold de Rothschild, as executor and trustee, has decided to allocate £4,000 for distribution in China and the East, £2,000 each to the London Hospital, the Metropolitan Hospital, Kingsland-road, N.E., and the Home and Hospital for Jewish Incurables; and £1,000 each to the Jewish Board of Guardians and the Spanish and Portuguese Jewish Board of Guardians, and the remainder to over 20 other institutions.

The residue of his property he left to the children of his brother Reuben David Sassoon in equal shares, except that the share of his (brother's) son David and daughter Rachel shall be double the share of each other child and with the provision that the share of such residue to the said David Sassoon shall be not less than one-third.

## THE RICE MARKET.

The *Bangkok Times* of the 24th ult. says:—

The official statement that the Government does not consider it necessary to prohibit the export of rice has not, writes a correspondent, come as a surprise to the milling firms locally. With white rice at its present price there is practically no demand in Singapore, Hongkong or Europe. Siam rice simply cannot compete at present prices with Bangkok. If prices were favourable there is little doubt that there would be a demand for rice from Bangkok, and then the question of prohibition of export would have to be seriously debated. At present Hongkong and Singapore markets are weak, the only business being done in broken rice for which the demand keeps firm.

A Siamese in a position to judge the situation, asked for his opinion, writes: "I think little can be said when the high authorities state that there is enough rice to go all round. I hope they are right, but in three months time we shall see if the present estimate of the situation is correct. In my opinion next year will be worse than this."

It is pointed out by another correspondent that the export duty on paddy is an important source of revenue. Seventy-five per cent. of the total export is rice, and the Government need the duty. Unless it is imperative, therefore, the export will not be prohibited. Likewise if the need does arise, and importation of rice in large quantities becomes necessary, it will be carried out by merchants, and the import duty of 3 per cent. *ad valorem* will be another source of revenue.

There seems to be no doubt whatever in the minds of responsible millers that not nearly all the paddy available is coming down. Supplies to Bangkok continue to show a shrinkage over those of the first fortnight of the month, and this is directly attributed to the speculators in the country districts who are holding up for a further rise.

## EXPORT AND EXCHANGE.

To-day the Banks announce a further drop of a halfpenny in the exchange value of the tian. Had the rice export maintained its usual proportions during March and April exchange could have been kept at its old figure. The drop was inevitable, but it is satisfactory to know that rock bottom has now been reached. With a smaller volume of trade the Banks have a surplus of ticals, and there is little likelihood of a rise until July when the rains will have provided sufficient water to allow a lot of paddy now hung up through lack of water in the country districts to be brought down.

## THE KAISER ON DUELLING.

## CASE OF AN OFFICER WHO REFUSED TO FIGHT HIS INSULTER.

The Berlin newspapers are discussing an incident between two South German physicians, who are Reserve Medical Officers in the army, which has led to an interesting pronouncement by the Emperor on the ethics of duelling. In April, 1909, says Reuter, Dr. Schumm, Chief of the Volunteer Sanitary Corps of Mergentheim, was supplanted by a certain Dr. Sambeth. Attributing his defeat to his successor's intrigues, Dr. Schumm wrote Dr. Sambeth an insulting letter.

Dr. Sambeth proceeded against Dr. Schumm in the civil courts and before a court of honour of the Medical Association, and was successful in both instances. The evidence given before the court of honour showed that Dr. Schumm wished to press the quarrel to a duel, and that Dr. Sambeth declared he would not fight on grounds of Divine commandments, human law, good sense, and duty to one's family.

The matter was brought before the court of honour for military medical officers at Ulm, which found that Dr. Sambeth had violated the honour of his rank by failing to exact sufficient and fitting satisfaction from a colleague who had insulted him, and recommended his dismissal from the army.

The case was submitted to the Emperor as Commander-in-Chief. His Majesty, in a rescript thereon, states that the rejection of duelling on a principle springing from religious conviction is not a matter for the judgment of a court of honour, although an army doctor who in this respect does not share the fundamental views of his equals in rank cannot retain his position in the service. His Majesty consequently declined to take action in regard to the recommendation of the court, and ordered the removal of the records of the case.

His Majesty added that, in view of the fact that Dr. Sambeth had given no occasion for the insult to which he was subjected, his Majesty would, as an act of grace, consent to permit him to send in his papers immediately.

## INTIMATIONS

**Chs. J. Gaupp & Co.**

ALEXANDRA BUILDINGS,

CHATER ROAD.

WATCHMAKERS,

AND JEWELLERS,

OPTICIANS,

**FINEST QUALITY  
DIAMOND JEWELLERY**

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER

WATCHES.

CLOCKS

of all descriptions.

**If You Wear  
TORICS**

You know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be so comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural contours of your eyes. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

**LARK & Co.**  
SCIENTIFIC OPTICIANS  
YORK BLOCS, CHATER RD.  
HONGKONG







# SUN PILSENER BEER.



Nothing like it.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE  
& SON,

WINE & SPIRIT MERCHANTS.

[33]

## When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

### Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

**Beecham's  
Pills**

Sold everywhere in boxes, price 6d. (16 pills), 1/4 (56 pills) and 2/6 (168 pills).

CHAPOTEAU'S  
MORRHUOL



Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all chemists.

[113-5]

**SELF-CURE NO. 2 NO. 1**  
THE NEW FRENCH REMEDY.  
THERAPION NO. 1  
THERAPION NO. 2  
THERAPION NO. 3  
Cures chronic weakness, loss of vigor and vital force. Either Morrhuol or Therapion is all that is needed. Directions enclosed, of chemists or post free 9d. from The F.C. Co. Medicine Co., 11, Victoria Road, Hong Kong. London, E.C. 4, Tryon Place, (entirely) Form of Therapion easy to take, safe, lasting cure. Trade Mark word "THERAPION" is on bottle. Give details of every case to the F.C. Co. Cures to stay cured.

## CHINA AND OPIUM.

AN APPEAL TO THE BRITISH NATION.

The following appeal, issued by Dr. Sun Yat Sen, has been sent to *The Times* and other British newspapers for publication:—

Opium has been a great curse to China. It has destroyed more of our people than war, pestilence or famine. Under a Republican form of Government, it is our earnest desire thoroughly to stamp out this evil, and to complete the work that has already been done in opium reform. Since retiring from the office of provisional President of the Republic I have given much thought to this question. While I realize that the most important thing is to stamp out the cultivation of opium in China, yet this is a very difficult task to do without at the same time prohibiting the sale and trade in the drug. With an opportunity to plant is very strong, and in such a large country, and under present conditions, it is almost impossible to stop it while permitting the sale of opium. We must make its sale and traffic illegal and we can then stop its cultivation. At present we are hindered in this because of a treaty with your country. Remembering with grateful appreciation what you have done for me, and for my country in the past, I appeal to you for further help to stop this sinful traffic now at the beginning of our new national life. We ask you in the name of humanity and in the name of righteousness, to grant us the right to prohibit, within our own land, the sale of this fearful poison, both the foreign and the native drug. We believe that with the sale made illegal, we can soon put an end to the cultivation. I make this appeal to you, the British People, on behalf of my fellow countrymen.

[If the Chinese authorities cannot enforce their prohibition against the cultivation of opium, how could they possibly hope to prohibit the sale and trade in the drug—a much more difficult business?—(Ed., H.D.P.)]

### A WONDERFUL ISLAND.

INHABITED BY 8,000,000 BIRDS.

An interesting painting is nearing completion by the artist, Charles A. Corwin, of the Field Museum, Chicago, who went to the famous Laysan Island, in the Pacific Ocean, said to be populated by myriads of birds. The story told by Mr. Corwin about this island is instructive, for it deals with something new. The *Chicago Record-Herald* prints this interview:—

"We were warned of our approach to the Laysan Island by the dense cloud of birds that swarmed about our ship early in a morning of last May," said Mr. Corwin. "It has been established that the island is inhabited by at least 8,000,000 birds, most of which consist of two species of albatross. We saw two palm trees that had been planted there several years ago by a guano company, but when we arrived the place had been deserted by human beings for two years."

"They were some wretched ramshackle buildings that had been rendered uninhabitable by Japanese poachers who were captured there some time ago by the American revenue cutter *Thetis*. There were so many birds on the ground, nesting, that we had to crowd our way through to avoid stepping on them."

"They are not at all afraid of human beings, and in fact seem to take a warlike attitude when humans attempt to invade their domain. The island is only two miles long and a mile wide. In the centre of it is a lagoon of about 200 acres. The rocks shelved in this lagoon are thickly populated with a species of love bird."

"We can fully verify the stories that these strange birds do have a peculiar dance. As has already been said, their dance resembles the negro cakewalk. They clap their bills together and waddle about with high stepping antics, ducking their heads first under one wing, then under the other. All through the dance they whistle and utter weird sounds."

### TRANS-SIBERIAN RAILWAY.

According to statistics recently published, the Trans-Siberian Railway is coming into remarkable favour with travellers to and from the Far East, owing to the great saving in time resulting from the use of this overland route to China and Japan. During 1910—the figures for last year have not yet been published—5,692 passengers took through tickets over the system between European ports and cities and China, Japan, and other Eastern countries, the total receipts amounting to over \$132,000. This represented an increase of 38.5 per cent. in the number of passengers and 38 per cent. in the receipts compared with 1909, and the traffic would doubtless have been greater but for the plague. What is especially notable about the Trans-Siberian route is the extent to which passenger traffic between Germany and the East is developing. In 1910 the number of through passengers between Berlin, Hamburg, Bremen, Cologne, and Frankfurt, and Harbin, Vladivostok, Tsuruga, Nagasaki, and Shanghai increased nearly fourfold as compared with the previous year.

Negotiations are now in progress for arranging circular tours, travelling *via* Siberia in one direction and returning by way of the Suez Canal, or *vice versa*.

It is hoped to complete the doubling of the Trans-Siberian Railway west of Lake Baikal this year, and the construction of two "cut-off" lines, one of which is practically finished, will shorten the journey between St. Petersburg and Omsk, *via* Perm and Ekaterinburg, by about 170 miles. It is anticipated that when these improvements are completed, and with increased speed, the journey from Paris to Peking will only occupy 94 days.

# WM. POWELL, NEW VICTOR LTD. RECORDS

TELEPHONE 346.

LARGE ROOMY COMFORTABLE

## BABY CARRIAGES.

NEW ADDRESS,

12, DES VŒUX ROAD CENTRAL.

Wm. Powell, Ltd.,  
COMPLETE HOUSE  
FURNISHERS.

[636]

## GARNER, QUELCH & Co.,

WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS  
AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of  
World-wide reputation.

[128]

# THE "SANITAS" BEST DISINFECTANTS.

All Kinds and for All Purposes.

AS SUPPLIED TO H.M. GOVERNMENT DEPARTMENTS.

"SANITAS-OKOL" 20 times the co-efficient of carbolic acid. The ideal disinfectant for use in the Tropics. Highest efficiency and lowest cost. Powerful Larvicide. Unaffected by organic matter, and miscible with both fresh and salt water.

"SANITAS-BACTOX" (Saponified Cresols of the same (20) guaranteed co-efficiency). Homogeneous, and miscible with fresh water.

"SANITAS-SOLDIS" a cheap but concentrated Coal Tar Disinfectant of the greatest reliability and guaranteed efficiency.

Supplies of the "SANITAS" DISINFECTANTS may be had of

THE MALACCA GENERAL STORES, LTD., Malacca, F.M.S.  
Messrs. PRITCHARD & Co., Penang, S.S.  
THE MEDICAL HALL, Battery Road, Singapore.  
THE SINGAPORE DISPENSARY, 12, Battery Road, Singapore.  
THE BRITISH DISPENSARY, 4, Battery Road, Singapore.  
THE BORNEO Co., Singapore.  
THE DISPENSARY, LTD., 43b, Raffles Place, Singapore.

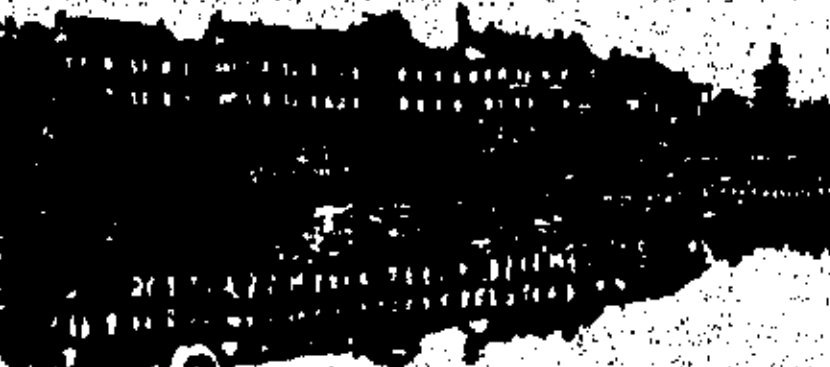
[636]

# NARA HOTEL

Now Open.

The Best

in Japan.



THE

ANCIENT

CAPITAL.

NARA, JAPAN.

[384]

\$1.20 EACH.

## ROBINSON PIANO Co., LD.

THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

[194-3]

### TO LET

TO BE LET.  
ON OR ABOUT 1ST MAY, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., LTD.,  
Alexandra Buildings.  
Hongkong, 29th August, 1911. [123]

### TO LET

"L EUKNOR," 115, The Peak, Furnished for July and August.

Apply—  
MAJOR TULLOCH,  
Head Quarters Office.  
Hongkong, 29th April, 1912. [628]

### TO LET

BEACONSFIELD. Will be converted into a First Class Boarding House with large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply—  
Linstead & Davis,  
Alexandra Buildings.  
Hongkong, 20th March, 1912. [481]

### TO LET

OFFICES on 3rd Floor, Hotel Mansions, facing Harbour.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 12th March, 1912. [388]

### TO LET

OFFICE in Alexandra Buildings.

Apply—  
A. S. WATSON & Co., LTD.,  
Alexandra Buildings.  
Hongkong 26th February 1912. [367]

### TO LET

SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—  
KOWLOON MARINE LOT 48 with WHARF.

HUMPHREYS ESTATE & FINANCE Co., LTD.  
Hongkong, 18th April, 1912. [525]

### TO LET

OFFICES in King's Building.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1912. [121]

### TO LET

OFFICES and GODOWNS in Dundell Street.

No. 12, BEACONSFIELD ARCADE, First Floor.

No. 13, BEACONSFIELD ARCADE, First Floor.

"WESTWARD HO" No. 13, Bonham Road, with Garden.

"ROGATE" Austin Road, Kowloon, from 1st April.

Apply to—  
Linstead & Davis,  
3rd Floor, Alexandra Buildings.  
Hongkong, 1st May, 1912. [122]

### TO LET

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1912. [122]

### TO LET

2nd FLOOR, No. 2, PEDDER STREET.

OFFICES at present occupied by U.S. Consul-General.

OFFICES at present occupied by U.S. Public Health and Marine Hospital Service. Can be divided to suit tenants.

JARDINE, MATHESON & Co., LTD.  
Hongkong, 30th April, 1912. [632]

### TO LET

RANFURLY, 11, Conduit Road. From 1st June.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 8th May, 1912. [683]



## NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN  
1745.

BEWARE OF  
IMITATIONS.

SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & Co.,  
and from ALL WINE MERCHANTS. [62]



## MITSU BISHI GOSHI KWAISHIRA (MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA  
OGHI, MUTABE, YOSHINOTANI,  
HOJO, KANADA, NAMAZUTA, SATO,  
SHINNEW and KAMITAMADA,  
Collieries.

AGENTS FOR  
KISHIDAKE and SAKITO Coals.

HEAD OFFICE:—MABUNOUCHI,  
TOKYO.

BRANCH OFFICES:—NAGASAKI  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"  
Coden, AI, ABO 5th Ed., Western Union.

AGENTS:—  
YOKOHAMA: M. ASADA, Esq.  
CHINCHANG: Messrs. SHARING & Co.  
MANILA: Messrs. MACANDRAY & Co.  
SINGAPORE: Messrs. BOENKE & Co., LTD.

For Particulars, apply to  
Y. SHIBUYA,  
Manager,  
No. 2, Pedder Street, Hongkong;  
Hongkong, 10th August, 1911. [616]

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

## THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831

## SCOTCH WHISKY

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., LTD.

[538]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—  
MANAGER,  
"Hongkong Daily Press" Office,  
Hongkong, 13th March, 1912.



## NOTICES TO CONSIGNEES

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

## THE Steamship

Captain Thos. B. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 11th inst., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 4th May, 1912. [667]

FROM EUROPE

## THE H.A.L. Steamship

Captain Brehmer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against Bills-of-Lading consigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex ss. "Hermes" from Stockholm. HAMBURG-AMERICA LINE, Hongkong Office. [673]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESEXBO' HULL, LONDON AND SINGAPORE.

## THE Steamship

"GLENESK," Captain E. E. Williams, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 13th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 6th May, 1912. [674]

NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co's Steamer

"SYRIA," Captain E. E. Williams, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 13th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th May, 1912. [1]

NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co's Steamer

"DEVANHA," Captain E. E. Williams, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

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E. A. HEWETT, Superintendent.

Hongkong, 8th May, 1912. [1]

NOTICE TO CONSIGNEES.

## SOLIGNUM.

Made in several shades of Brown, Green and Red.

SOLIGNUM is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great covering power, and possesses antiseptic and disinfecting properties which render it particularly suitable for all woodwork of Hospitals, etc.

SOLIGNUM IS DEATH TO THE WHITE ANT.

The whole of the superstructure woodwork of the New Star Ferry Pier at Hongkong has been treated with "Solignum."

Sole Agents for Hongkong, Canton and South China:

SIEMSEN &amp; Co., (MACHINERY DEPT.), HONGKONG AND CANTON.

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## WEATHER REPORT

On the 9th at 11.55 a.m.—The high which was yesterday over Mainland now stretches from the E. coast of China to N. Japan.

Pressure remains low over Indo-China. It has risen moderately to slightly at all other stations except the Bonins, where it has fallen very slightly.

Moderate N.E. winds may be expected along the E. coast, and fresh E. winds over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood (Moderate N.E. gale, moderating.)

Formosa Channel ... Same as No. 1.

South coast of China between Hongkong and Lamoochee ... Same as No. 1.

South coast of China between Hongkong and Hainan ... Same as No. 1.

Strong E. winds, moderating, cloudy.

CHINA COAST METEOROLOGICAL REGISTER.

9th MAY, A.M.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Yi'otook 7 a. 30.15 40 94 0 b

Namuro 6 a. 30.10 30 10 0 b

Hakodate 30.15 30 10 0 b

Takio 30.4 30 10 0 b

Kochi 30.97 30 10 0 b

Nagasaki 30.07 30 10 0 b

Kagoshima 30.02 30 10 0 b

Oshima 30.01 30 10 0 b

Naha 30.97 30 10 0 b

Yokohama 30.97 30 10 0 b

Bonin Is. 30.93 30 10 0 b

Choshi 30.93 30 10 0 b

Waihaiwei 6 a. 30.14 55 56 SW 3 b

Hankow 30.11 58 83 E 2 0 v

Shanghai 30.11 58 83 E 2 0 v

Waihaiwei 7 a. 30.05 71 79 WNW 5 2 b

Sharp Peak 6 a. 30.05 71 79 WNW 5 2 b

Amoy 6 a. 30.01 71 79 WNW 5 2 b

Singapore 6 a. 30.01 71 79 WNW 5 2 b

Taipei 29.93 71 79 WNW 5 2 b

Tientsin 29.92 71 79 WNW 5 2 b

Kobe 29.91 71 79 WNW 5 2 b

Pescadore 29.90 71 79 WNW 5 2 b

Canton 9 a. 29.95 78 70 E 4 0 v

Hongkong 6 a. 29.93 78 79 WNW 5 2 b

Gap Peak 6 a. 29.87 78 79 WNW 5 2 b

Macao 9 a. 29.93 80 82 E 1 0 v

Wahow 9 a. 29.93 80 82 E 1 0 v

Hoihow 6 a. 29.85 77 79 WNW 5 2 b

Pakhoi 29.78 77 79 WNW 5 2 b

Phuhoi 29.78 77 79 WNW 5 2 b

Tourane 29.78 77 79 WNW 5 2 b

C. St. James 29.78 77 79 WNW 5 2 b

Amoy 29.91 84 82 E 1 0 v

Hankow 29.91 84 82 E 1 0 v

Shanghai 29.91 84 82 E 1 0 v

Waihaiwei 29.91 84 82 E 1 0 v

Sharp Peak 29.91 84 82 E 1 0 v

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr. C. E. Anson and

Mr. G. T. Lloyd

Mr. E. L. Macdonald

Mr. J. M. Macdonald

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## GRAND HOTEL.

Mr. A. E. Andrew

Mr. A. E. Andrew

Mr. A. E. Andrew

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Mr



## SHIPPING

## ARRIVALS.

ARRATOON APCAR, British str., 2,931, J. D. Austin, 9th May—Singapore 3rd May, General.—David Sassoon & Co.  
CHUMI, British str., 1,142, McGarity, 9th May—Amoy 8th May, General.—Butterfield & Swire.  
DERWENT, British str., 1,562, J. Jenkins, 9th May—Singapore 1st May, Rice.—Chinese.  
GLENNPARK, British str., 2,032, Hartnell, 8th May—Mojoi 2nd May, Coal.—Shewan, Tomes & Co.  
POLCEVERA, Italian str., 1,326, De A. Augusto, 9th May—Bombay 17th April, General.—Order.  
BALAHADI, Dutch str., 1,237, F. Reedeker, 9th May—Batavia 1st May, General.—Bulk Oil.—Asiatic Petroleum Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
May 9th.  
HAICHING, British str., for Swatow.  
HONGKONG, British str., for Calcutta.  
YAN YU MARU, Japanese str., for Sydney.

## DEPARTURES.

May 9th.  
YAN YU MARU, Japanese str., for Kobe.  
CHUMI, British str., for Shanghai.  
DEVANHA, British str., for Shanghai.  
DEWANA, British str., for Shanghai.  
HONGKONG, British str., for Amoy.  
IYO MARU, Japanese str., for Kobe.  
KWANGSE, British str., for Chiofoo.  
SYRIA, British str., for Yokohama.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The T.K.K. str. *Nippon Maru* sailed from Honolulu on the 23rd April for Hongkong, and is expected to arrive at this port on the 14th May.  
The T.K.K. str. *Tengo Maru* sailed from San Francisco on the 24th April for Hongkong, and is expected to arrive at this port on the 26th May.  
The P.M. str. *Persia* left San Francisco on the 4th May, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, Nagsaki and Shanghai, and is due to arrive at this port on the 1st June.  
THE AUSTRALIAN MAIL.  
The I.G.M. str. *Prinz Sigismund* left Sydney on the 4th May, at 11 a.m., and may be expected here on or about the 27th May.  
THE CANADIAN MAIL.  
The C.P.R. str. *Monteagle* left Vancouver, B.C. for Hongkong (via usual port of call) on the 2nd May, a.m.  
THE GERMAN MAIL.  
The I.G.M. str. *Goben*, carrying the German mails with dates from Berlin left Colombo on the 5th May, a.m., and may be expected here on or about the 16th May, a.m.  
THE MERCHANTS STEAMERS.  
The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.  
The Russian str. *Peter Berg* left Vladivostok via Moji on the 30th April for this port, and is due to arrive here on or about the 10th May.  
The H.A.L. str. *C. Feid. Lucie* left Shanghai on the 8th May, a.m., and may be expected here on or about the 11th May, p.m.  
The O.S.K. str. *Senjima Maru* from Tacoma will leave Manila for this port on the 5th May, and arrive here on the 12th May (2 days later than scheduled).  
The I.G.M. str. *Bonno* left Sandakan on the 7th May, p.m., and may be expected here on or about the 12th May, a.m.  
The "Ben" Line str. *Benlogh*, from Leith and London, left Singapore on the 6th May, for this port.  
The T.K.K. str. *Hongkong Maru* sailing from Calao on the 27th inst. for Hongkong, and is expected to arrive at this port on the 14th May.  
The str. *Ceylon* left Suez on the 22nd April, and is expected to arrive here on or about the 20th May.  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
*Suifang*, from Calcutta, is due in Hongkong 7th May.

## SHIRE LINE.

*Monmouthshire*, from London, is due in Hongkong 3rd June.  
BRITISH INDIA STEAM NAVIGATION CO., LTD.  
The str. *Muttra* is due here on the 29th from Japan, and leaves on the 29th for Rangoon via the Straits.

## PASSED THE CANAL.

April 5th—*Ati Maru*, *Ambrisa*, *Bayern*, *Dumbea*, *Glenns*, *Hysen*, *Perseu*, *Seneca*, *Spezia*, *Syria*, *India*. 12th April—*Benlogh*, *Yorck*, *Ernest Simon*, *Meinam*, *Yorck*, *Africa*. 16th—*Iyo Maru*, *Annam*, *Atrous*, *Promethea*, *Badenia*, *Kina*. 19th—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 23rd—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 26th—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 29th—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 3rd—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 6th—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 9th—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 12th—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 15th—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 18th—*Benlogh*, *Denbighshire*, *Merioneth*, *Yorck*, *Pera*, *Tourane*. 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# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE	REMARKS
LONDON VIA USUAL PORTS	ORIENTAL	Capt. A. L. Valentini	Noon, 11th May.	See Special of Call
LONDON and ANTWERP	PALAWAN	Capt. C. E. Longdon, R.N.R.	About 15th May.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NOBE	Capt. G. Phillips	About 16th May.	Freight and Passage.
SHANGHAI	DELTA	Capt. E. P. Matlin, R.N.R.	About 25th May.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th May, 1912.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO	DATE	REMARKS
HAIPHONG	"SUNGKIANG"	On 11th May, 10 A.M.		
SHANGHAI, Cebu and ILOILO	"ANHUI"	On 11th May, 11th May.		
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"TAIYUAN"	On 15th May, Noon.		
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 18th May, 4 P.M.		
MANILA, Cebu and ILOILO	"TAMING"	On 21st May, 4 P.M.		

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE. "GUTHRIE" On 13th May, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

YB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES: SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS. (B-508)

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 10th May, at 11 A.M.
"HAITAN"	Capt. J. B. Roach	TUESDAY, 14th May, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 17th May, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 12th May, at 11 A.M.
		WEDNESDAY, 15th May, at 11 A.M.

For Freight and Passage, apply to—

DOUGLAS, LAURIE & CO.,  
GENERAL MANAGERS.

Hongkong, 9th May, 1912.

# HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA	29th May.
S.S. SEGOVIA	6th June.
S.S. SILEZIA	20th June.
S.S. FUERST BUELOW	27th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

### HOMEWARD.

For HAVRE, BREMEN & HAMBURG:	S.S. C. FERD. LAEISZ	12th May.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA	27th May.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SITHONIA	30th May.
For HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	5th June.
For MARSEILLES, HAMBURG & ANTWERP:	S.S. ANDALUSIA	13th June.

Hongkong, 8th May, 1912.

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# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA.

#### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	On 31st May.	On 25th May.
EMPIRE	On 22nd June.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & CO.,  
AGENTS.

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# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE

### TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

## "NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, NOON.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 28th May, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

### MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalaño.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 22nd May, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through bills of lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKOHAMA, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 16th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKOHAMA, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,069	TUESDAY, 23rd July, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Wool and Fur. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 12th May, at Noon.
ANPING VIA SWATOW, AMOY and TAKAO	"SOSHU MARU"	THURSDAY, 16th May, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,  
MANAGER

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# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 10th May, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

SATURDAY, 11th May, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "HONAM."	5 p.m. "KINSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 12th May.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. NE—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

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# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

### HOMEWARD PASSENGER SEASON, 1912.

#### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ORIENTAL ...	5284	May 11	MALWA .....	11000	June 8	June 14
DEVANHA ...	8000	May 25	CHINA .....	8000	June 22	June 28
DELTA .....	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ...	7000	June 22	MOHEA .....	11000	July 20	July 26
ASSAYE .....	7500	July 6	MALMORA ...	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £136.14 RETURN.

2nd £42.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

		HONGKONG		LONDON	
Tonnage		about		about	
PALAWAN	5000	May	15	June	25
BORNEO	5000	May	29	July	13
SYRIA	7000	June	12	July	27
NORE	7000	June	26	August	10
SIMLA	6000	July	10	August	24

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These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MANILA &c					
FARES TO LONDON:					
1st SALOON	£55.0	SINGLE	£82.10	RETURN.	
2nd	£38.10	"	£57.4	"	

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £33.10

For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

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# SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

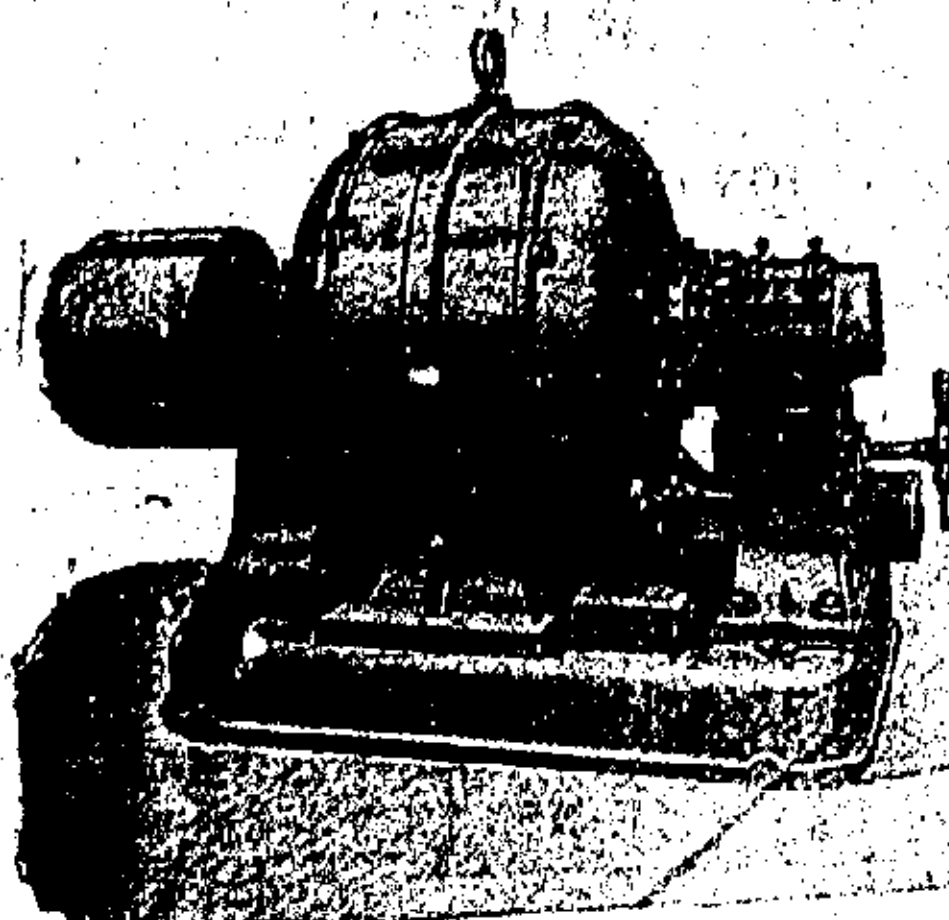
### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 20th May

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO.,  
YORK BUILDINGS, Top Floor.</





# Titan

## BERGERHOF

### RHLD.

ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRICAL GOODS.

GENERAL AGENT FOR HONGKONG AND CHINA:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 10th May, 1912.



Hongkong, 10th May, 1912

# Hoehl

Extra Dry  
gout american

Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

Hongkong, 10th May, 1912.

## POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.  
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended: Hupoh, Hunan and Tengyueh.  
The Oriental, with the Siberian Mail, is due to arrive here to-day.

FOR	PER	DATE
Hainan and Pakhoi	...	Friday, 10th, 9.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Friday, 10th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Friday, 10th, 11.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Friday, 10th, 1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Friday, 10th, 2.00 P.M.
Swatow, Amoy, Formosa and Foochow	...	Friday, 10th, 5.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Saturday, 11th, 9.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Saturday, 11th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Saturday, 11th, 11.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Saturday, 11th, 1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Saturday, 11th, 2.00 P.M.
Swatow, Amoy, Formosa and Foochow	...	Saturday, 11th, 5.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Sunday, 12th, 9.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Sunday, 12th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Sunday, 12th, 11.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Monday, 13th, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Monday, 13th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Monday, 13th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Monday, 13th, 1.15 P.M.
Swatow, Amoy, Formosa and Foochow	...	Monday, 13th, 2.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Monday, 13th, 5.00 P.M.
Swatow, Amoy, Formosa and Foochow	...	Tuesday, 14th, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Tuesday, 14th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Tuesday, 14th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Tuesday, 14th, 1.15 P.M.
Swatow, Amoy, Formosa and Foochow	...	Tuesday, 14th, 2.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Tuesday, 14th, 5.00 P.M.
Swatow, Amoy, Formosa and Foochow	...	Wednesday, 15th, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Wednesday, 15th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Wednesday, 15th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Wednesday, 15th, 1.15 P.M.
Swatow, Amoy, Formosa and Foochow	...	Wednesday, 15th, 2.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Wednesday, 15th, 5.00 P.M.
Swatow, Amoy, Formosa and Foochow	...	Thursday, 16th, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Thursday, 16th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Thursday, 16th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Thursday, 16th, 1.15 P.M.
Swatow, Amoy, Formosa and Foochow	...	Thursday, 16th, 2.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Thursday, 16th, 5.00 P.M.
Swatow, Amoy, Formosa and Foochow	...	Friday, 17th, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Friday, 17th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	...	Friday, 17th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Friday, 17th, 1.15 P.M.
Swatow, Amoy, Formosa and Foochow	...	Friday, 17th, 2.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	...	Friday, 17th, 5.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)

Swatow, Amoy, Formosa and Foochow  
Shanghai and North China  
Swatow, Amoy and Formosa  
Swatow, Amoy, Formosa and Foochow  
Straits, India via Bombay  
Philippine Islands, Australia, Tasmania and New Zealand  
Swatow, Amoy, Formosa and Foochow  
Japan via Kobe  
Straits and Burmah  
Straits, India via Calcutta

SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)

Philippine Islands, Australia, Tasmania and New Zealand  
Swatow, Amoy, Formosa and Foochow

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)  
(Late Letters 11 to 11.30 A.M. Extra postage 10 cents)

Swatow, Amoy, Formosa and Foochow  
Japan via Yokohama  
Straits, India via Calcutta

## COMMERCIAL

### CLOSING QUOTATIONS

May 9th
On LONDON —
Telegraphic Transfer 1/11 1/2
Bank Bills, on demand 1/11 1/2
Bank Bills, at 30 days sight 2/1
Bank Bills, at 4 months sight 2/1
Credit, at 4 months sight 2/1
Documentary Bills 4 months sight 2/1
On PARIS —
Bank Bills, on demand 25 1/2
Credit, at 4 months sight 25 1/2
On GERMANY —
On demand 204 1/2
On NEW YORK —
Bank Bills, on demand 48 1/2
Credit, at 60 days sight 49 1/2
On BOMBAY —
Telegraphic Transfer 148 1/2
Bank, on demand 148 1/2
On CALCUTTA —
Telegraphic Transfer 148 1/2
Bank, on demand 148 1/2
On SHANGHAI —
Bank, at sight 72 1/2
Private, 30 days sight 73 1/2
On YOKOHAMA —
On demand 97 1/2
On SINGAPORE —
On demand 85 1/2
On BATAVIA —
On demand 119 1/2
On HATYONG —
On demand 14 1/2 P.M.
On BANGKOK —
On demand 75 1/2
On SOERABAYA, Bank's Buying Rate \$10.00
GOLD LEAF, 100 fine, per tola \$32.30
BAR SILVER, per oz. \$27 1/2

### SUBSIDIARY COINS

per cent
Chinese 20 cents pieces \$8.25 discount
Chinese 10 " \$7.90
Hongkong 20 " \$8.06
Hongkong 10 " \$7.54

### MAILS VIA SIBERIA

Date	Due
April 20th	May 7th
April 24th	May 10th

### OPIMUM

May 9th
Quotations are —
Malwa New \$3.275/3.300 per picul
Malwa Old \$3.310/3.325 "
Malwa Older \$3.350/3.360 "
Malwa V. Old \$3.375/3.400 "
Perdan fine quality \$1.600 "
Perdan extra fine \$2.800 "
Patna New \$3.750 per chest
Patna Old \$3.600 "
Benares New \$3.650 "
Benares Old \$3.550 "

### TO-NIGHT

9 P.M.—The Great Raymond at the New Royal.

9.15 P.M.—R. G. Knowles at the Theatre Royal.

### FOORTHCOMING EVENTS

Monday, 13th May—Second Annual General Meeting of Anglo-Java Estates, Ltd., at No. 10, Canton Rd., Shanghai, 4 P.M.  
Tuesday, 14th May—Twenty-third Annual Meeting of Club Hotel, Ltd., Yokohama, 5.30 P.M.  
Wednesday, 15th May—Extraordinary General Meeting of The Hongkong and Whampoa Dock Co., Ltd., Noon.  
Wednesday, 15th May—Second Annual General Meeting of Java Consolidated Rubber and Coffee Estates, Ltd., at No. 10, Canton Rd., Shanghai, 4 P.M.

### ON SALE

### A TABLE OF THE

### RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

### FROM 1893 TO 1909;

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

### PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers

### VISITORS TO CANTON

Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

By CAPTAIN C. V. LLOYD.  
With Illustrations, Maps and Plans.  
Price \$1.75

On Sale at the "DAILY PRESS" Office, Messrs. KELLY & WALKER, Messrs. BARNES & CO., Canton: Messrs. A. & WATSON & Co

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## SHIPPING IN PORT.

### STEAMERS

ANHUI, British str., 1,350, J. B. Harris, 8th May—Shanghai 6th May, General—Butterfield & Swire.
ANPING, Chinese str., 1,158, McShannon, 8th May—Shanghai 6th May, General—Chinese.
CARL DIERICHSEN, German str., 774, C. Jurgenson, 1st May—Hohow 30th April, General—Jensen & Co.
CHOWTAI, German str., 1,115, W. Reber, 4th May—Bangkok 28th April, Rice and Teakwood—Butterfield & Swire.
DAIGO, MARU, Japanese str., 849, Y. Somakawa, 1st May—Tamsui via Amoy and Swatow 30th April, General—Osaka Shosen Kaisha.
DAIZIN MARU, Japanese str., 899, D. Fuchigami, 8th May—Swatow 7th May, General—Osaka Shosen Kaisha.
EMPEROR OF JAPAN, British str., 3,030, S. Robinson, R.N.S., 28th April—Vancouver 6th April, Mails and General—C. P. R. Co.
FUKURA MARU, Japanese str., 1,946, S. Kunawaki, 6th May—Moji 30th April, Coal—Mitsui Bishi Kaisha.
GLENECK, British str., 2,275, E. E. Williams, 8th May—London 16th March, General—Shewan, Tomes & Co.
GUTHRIE, British str., 2,335, F. H. Gamblin, 1st May—Sydney via Manila 28th April, General—Butterfield & Swire.
HAIMUN, British str., 615, A. H. Stewart, 7th May—Swatow 6th May, General—Douglas, Lapraik & Co.
HAIYANG, British str., 1,293, W. C. Passmore, 8th May—Swatow 7th May, General—Douglas, Lapraik & Co.
HAIYANG, British str., 1,295, Evans, 5th May—Swatow 4th May, General—Douglas, Lapraik & Co.
HALDIS, Norwegian str., 1,035, G. Solberg, 4th May—Bangkok and Swatow 3rd May, General—Chinese.
HANOI, French str., 1,200, G. Boucher, 8th May—Pakhoi 4th May, General—A. R. Marty.
JOHANNE, German str., 952, H. Ipland, 8th May—Hohow 4th May, Rice and Pigs—Jensen & Co.
KAIJO MARU, Japanese str., 1,292, Y. Yamamoto, 4th May—Swatow 3rd May, General—Osaka Shosen Kaisha.
KYODO MARU, Japanese str., 219, Morisaki, 8th May—Dairen 2nd May, Coal—Mitsui Bisan Kaisha.
KWANGTAI, Chinese str., 1,333, Stewart, 4th May—Shanghai 1st May, General—Chinese.
LAERTES, British str., 1,350, C. E. Page, 3rd May—Saigon 28th April, Rice and General—Chinese.
LINAN, British str., 1,355, Williams, 2nd May—Shanghai 28th April, General—Butterfield & Swire.
LOONGSANG, British str., 1,059, W. G. G. Leask, 7th May—Manila 4th May, General—Jardine, Matheson & Co.
LOOSON, German str., 1,002, Schulz, 7th May—Saigon 3rd May, Rice—Melchers & Co.
MADEW, German str., 993, R. G. Lollner, 8th May—Saigon 4th May, Rice—Butterfield & Swire.
MATHILDE, German str., 831, Ulderup, 8th May—Haiphong and Hohow 7th May, Rice and General—Jensen & Co.
MERAPI, British str., 1,450, Uldall, 8th May—Singapore 2nd May, General—Chinese.
MONGOLIA, American str., 3,750, H. E. Morton, 8th May—San Francisco 10th April, Mails and General—Pacific Mail S.S. Co.
O. J. D. Ahlers, German str., R. Gromen, Shanghai 1st May, General—Hamburg-Amerika Linie.
PROFIT, Norwegian str., 900, Olsen, 8th May—Saigon 1st May, Rice—Aagaard, Thoresen & Co.
RAJAH, German str., 1,275, A. Roscher, 7th May—Rejang 1st May, Timber—Melchers & Co.
SENECA, British str., 3,171, W. Grimes, 6th May—Singapore 20th April, Kerosine Oil—Standard Oil & Co.
SINGAN, British str., 1,047, F. Jamieson, 8th May—Hongay 4th May, Coal—Butterfield & Swire.
SUISANG, British str., 1,776, M. Picknell, 1st May—Calcutta 22nd April, General—Jardine, Matheson & Co.
SUNGKIANG, British str., 987, Mathias, 8th May—Haiphong 5th May, General—Butterfield & Swire.
TSINTAN, German str., 1,602, Bucking, 6th May—Saigon 2nd May, Rice—Butterfield & Swire.
YATSHING, British str., 1,424, S. J. Payne, 6th May—Hongay 4th May, Coal—Jardine, Matheson & Co.
YAWATA MARU, Japanese str., 3,816, J. Sekine, 7th May—Japan 1st May, General—Nippon Yusen Kaisha.
ZAPRO, American str., 2,024, M. C. Smith, 7th May—Manila 4th May, General—Shewan, Tomes & Co.

## SHARE LIST—QUOTATIONS.

HONGKONG, MAY 9TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
Banking—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$835, sales
China Bank Corporation, Limited	60,000	\$12	all	\$104, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.75
China Provision, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2, buyers
Colonial Mills—				
Ewo Cotton Spinning Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
Docks and Wharves—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$56 1/2, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$59	all	\$64, buyers
New Amoy Dock Co., Limited	10,000	Tls. 100	all	Tls. 54
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 87 1/2
Shanghai and Hongkong Wharf Co., Ltd.	40,000	Tls. 100	all	\$4 1/2, & buy
Green Island Cement Co., Limited	60,000	\$10	all	\$22, x div. ml
Hongkong Electric Co., Limited	12,000	\$50	all	\$109
Hongkong Hotel Company, Limited	8,000	\$50	all	\$25
Manila Metropolitan Hotel Limited	15,000	Pa. 10	all	\$84
Hongkong Ice Company, Limited	50,000	\$25	all	\$205
Hongkong Hope Manufacturing Co., Limited	60,000	\$10	all	\$119, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7 1/2, buyers
Insurance—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$220, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$132
China Traders Insurance Co., Limited	24,000	\$85.33	all	\$100
Hongkong Fire Insurance Co., Limited	9,000	\$250	all	\$350, buyers
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 140
Union Insurance Society, Limited	12,400	\$250	all	\$815
Yangtze Insurance Association, Limited	12,000	\$100	all	\$195, x div.
Land and Buildings—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$105, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	Tls. 50	all	Tls. 88
Shanghai Land Investment Co., Limited	78,000	\$50	all	\$53
West Point Building Co., Limited	12,500	Gds. 10	all	Tls. 70, sellers
Landbowy exploitation in Langkat	25,000			
Mining—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/
Cromb Mines, Limited	150,000	\$1	all	75/
Heawood Tin and Rubber Estate, Ltd.	715,280	2/	all	5/
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4.60
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2
Philippine Co., Limited	50,000	\$10	all	\$12 1/2
Refineries—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$105, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$34
Steamship Companies—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$26, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$30
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, f L'lon bu. \$27.25, 63.
Shell Transport and Trading Co., Limited	2,500,000	\$1	all	112/6
Star Ferry Company, Limited	10,000	\$10	all	\$32, buyers
South China Morning Post, Limited	10,000	\$5	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$52, sales
Stores and Dispensaries—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Poyall, Limited	15,000	\$7	all	\$6 1/2, buyers
Watkins, Limited	10,000	\$10	all	\$3
A. S. Watson & Co., Limited	90,000	\$10	all	\$5
Weismann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$37
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 shares	\$10	all	\$7 1/2, buyers

RUSSIAN	Daily Wire	4/8 per lb., sellers
Fara Rubber in London	...	...
Chinese Imperial 1886	Tls. 767.200	Tls. 250 7/